

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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(FOR KEY SEE REVERSE)

SOURCE:

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Point 1 Bridge

A 50 m x 10 m, reinforced-concrete bridge which connected the main part of the city of Leningrad with the northern section. The bridge spanned the Neva River.¹

Point 2 Kirov Theater

An opera house located in the center of Leningrad. Seating capacity was 1000.²

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Point 3 Leningrad Music Conservatory

25X1



Large stone building.

Point 4 Square

25X1



A church was located in the center of this large square.

Point 5 Museum

A large stone building, located at the eastern tip of Vasiliy Island. (Vasiliy Island constitutes the northern section of Leningrad and was primarily a residential section.) This museum was dedicated to the shipbuilding industry.

Point 6 Isaakiy Cathedral

This cathedral had been converted to a museum. It was located in the center of a large square, and had a steeple which was 80 m. high.³

Point 7 Group of Stone Buildings

The tsarist Admiralty Offices had once been housed here, but I do not know for what these buildings were currently used.⁴

Point 8 Palace

25X1



Former tsarist Winter Palace, which was being used as an art museum. The palace was situated directly on the banks of the Neva River.

Point 9 Moyka Canal

25X1



This canal flowed through Leningrad from the NE to the SW. It appeared to be navigable only by small rowboats and pleasure sloops.

Point 10 Kirov Bridge

A large steel drawbridge with a double-track street-car line, about 60 m x 10 m. It spanned the Neva River and connected Leningrad proper (southern section) with the more luxurious residential section on the northern side of the Neva River.⁵

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Point 11 Kazansky Cathedral

25X1 ☐ A very large and extremely beautiful cathedral, used as a museum dedicated to atheism.

Point 12 Opera House

25X1 ☐ This old, tsarist-era opera house had a seating capacity of about 500.

Point 13 Museum

25X1 ☐ Former tsarist palace; used as a classical arts museum by the Soviets.⁶

Point 13a Liteyny Prospekt

25X1 ☐ Ten meters wide; asphalt covered. This street extended north and south from the Neva River, down into the center of the city. One double-track streetcar line operated on this street.

Point 13b Modern Stone Building

This building was four stories high and housed the offices of the MGB. The building was referred to by the local population as the "passport division for aliens". Three uniformed sentries patrolled the building--one each on the north, south, and west sides.

Point 14 Museum

25X1 ☐ A large stone building; used as a museum dedicated to Soviet folk culture.⁷

Point 15 Concert Hall

Large stone building which housed the Leningrad philharmonic orchestra.

Point 16 Square

25X1 ☐ A 15 m x 15 m. open square through which Sadovaya street ran from the NE to the SW.

Point 17 Fontanka Canal

25X1 ☐ One of the several canals which flowed through Leningrad. It was not navigable for anything larger than small sailboats.

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Point 18 Nevskiy Prospekt

25X1

[] An asphalt-covered street which extended from the railway station /Point 28/ toward the stone buildings which had formerly housed the Admiralty [Point 7].

Point 19 Barracks Area

A large 120 m. x 120 m. area in which many two-story, stone-constructed buildings were located. I frequently saw large tanks leaving and entering this area, which leads me to believe that armored units of the Soviet Army were housed here.

Point 20 Grecheskiy Prospekt

A cobblestone street, 10 m. wide and about one kilometer long. This street bordered Institute 49 /Point 21/ on the west.

Point 21 Institute 49

25X1

[] includes source's knowledge of the work conducted at Institute 49.

Point 22 Gospitalnaya Ulitsa

A small, cobblestone street, about 10 m. wide, which ran exactly through the center of the grounds of Institute 49.

Point 23 School

A large, two-story stone building which stood adjacent to the main Institute 49 grounds. This was a school for boys in their early teens.

Point 24 Suворovskiy Prospekt

A 10 m. wide, asphalt-covered street which bordered Institute 49 on the east, and which extended from SSW to NNE from the neighborhood of the railway station /Point 28/ to the Smolnyy Institute, located in the northeastern section of Leningrad.

Point 25 Church

A small, stone church which was used as a food warehouse.

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
Point 26 Square

25X1 A 2500 m area which was asphalt-covered. A subway station entrance, which was undergoing construction in February 1953, was located on the northwest corner of this square.

Point 27 Staryy Nevskiy Prospekt

25X1  The origin of this street was at the square /Point 26/. and it extended in a SE direction for about two kilometers.

Point 28 Moskovskiy Vokzal (Railway Station)

25X1  This station had about 10 tracks and was the main artery between Leningrad and Moscow.

Point 29 Greboyedov Canal

Located in about the center of the city and used only by rowboats.

Point 30 Military School

A group of two-story, stone buildings. This school was used by the Soviet army as an artillery school for officers.

Point 31 Barracks Area

An area about 50 m x 50 m. in which many two-story stone buildings stood. The barracks were used by the Soviet army, but I do not know by which units. The area was situated about 150 m. east of Prospekt Stalina /Point 41/, and directly northeast of the railway station /Point 31./

Point 32 Vitebskiy Vokzal (Railway Station)

A six-track station.

Point 33 Technological Institute

Composed of several large, three-story buildings. I do not know what work was being conducted here.

Point 34 Church Square

A small church, which was being used as a food warehouse, was located in the center.

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Point 35 Novyy Kamennyy Most

A single-span, two-lane bridge. This bridge was of stone construction, 10 m wide and 18 m long, and a double trolley streetcar line was located on it. This bridge was built during World War II.

25X1

Point 36 Obvodnyy CanalPoint 37 Department Store

A large three-story stone building. It was called Frunzinskiy Univermag.

25X1

Point 38 Varshavskiy Vokzal (Railway Station)

A six-track station which had been erected in tsarist days, and which was the main artery between Leningrad and Warsaw, Poland. The station was situated about 50 m west of Prospekt Stalina Point 41, and about 50 m east of a railway station, Point 39.

Point 39 Baltiyskiy Vokzal (Railway Station)

An eight-track station which was the main rail artery between Leningrad and the Baltic states. The station building was a stone structure.

Point 40 Ligovskaya Ulitsa

A cobblestone, partially asphalted street. A narrow boulevard was located in the center of this street; a single-track trolley line, which accommodated streetcar lines numbers 10, 25, 16, and 19 ran on either side of the boulevard. The entire street was about six kilometers long.

Point 41 Prospekt Stalina

This street was 10-12 kilometers long, partially asphalt-covered, and cobblestoned north of the department store, Point 37. There was one double-track streetcar line on this street which accommodated lines numbers 3, 15, 25, 29, and 35. The streetcar lines extended from the residential area Point 53, north to the bridge Point 37, and here branched out to various sections of the city. The only lines which continued past the department store Point 37 on this street were 3 and 15. These two lines continued as far north as the square, Point 16. Car line number 29 branched right at the Technological Institute. Point 33.

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Point 42 Sostavskaya Ulitsa

A small, cobblestoned side street which ran east and west across street, Point 41 and bordered the factory Point 43 on the south.

Point 43 Skorokhod Factory

A fairly large, stone-constructed factory which consisted of several buildings. The factory manufactured reasonably priced shoes for men and women, and these shoes carried the factory's name as its trademark. The factory was located about 12 meters west of Prospekt Stalina Point 41.

Point 44 Elektrosila Factory

A large, stone, two-or three-story plant which consisted of several buildings. This factory was engaged in the manufacture of heavy electrical equipment, such as large dynamos, motors, and transformers, and employed over 1000 Soviet workers. The plant occupied a large area, which extended on either side of Prospekt Stalina Point 41 and was bordered on the north by a double-track railway overpass, which passed over Prospekt Stalina. This overpass was in the process of reconstruction and expansion in February 1953.

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Point 45 Syzranskaya Ulitsa

A small, asphalt-covered street about six meters wide, which extended east from Prospekt Stalina for about 800 m. A trolley-bus (lines 2 and 4) operated on this street. This street bordered the military school Point 46 on the north.

Point 46 Military School

Two two-story stone buildings. This was a cadet school for 11-to 14-year-old boys.

Point 47 Traffic Loop

A traffic loop which branched off Prospekt Stalina Point 41 and where streetcar lines 3, 15, 25, and 35 reversed their routes and continued back toward the north along Point 41. The loop was directly west of the residential area Point 53.

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Point 48 Blagodatny Perekhod

A small, cobblestone street, about six meters wide.

Point 49 Housing Area

An area of about 60,000 sq m, built up with new, three-to five-story stone apartment buildings. About 18 such houses had been erected here during the years 1945 - 1946. All the German specialists working in NII 49, Point 21, two German specialists who worked at NII 400, and the Germans working with the S.K.B. Group, were housed in this project. The project was apparently built to house Soviet white-collar workers who worked in Leningrad. Although the living conditions were far from adequate according to Western standards, it was by far one of the best housing projects in Leningrad.

Point 50 Kuznetsovskaya Ulitsa

A small, asphalt-covered street, 10 m wide.

Point 51 School

A two-story, modern stone building which housed a grammar school for girls. The school was apparently used only by Soviets. It was located directly west of the housing area Point 49. West of this school was a fire station, which was housed in a single-story stone building, and accommodated six large, modern fire engines.

Point 52 Pobeda Park

This park was one kilometer square and was located south of the residential area Point 53.

Point 53 Residential Area

An area about one kilometer square which contains many modern three-to five-story stone apartment buildings. Soviet doctors, engineers, and members of other professions lived here.

Point 54 Firefighting School

A four-story, modern stone building.

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Point 55 Rayon Headquarters

A modern, three-story building stone building. A large parking lot was located along the side. The southern wing of this building was a round, tower-like structure in which the rayon post office was located.

Point 56 Factory

A railroad car manufacturing plant. Several large stone buildings were located near the main factory structure.

Point 57 Gas Plant

The gas plant area was quite large, and a number of factory buildings were located in the vicinity. The area was about one km square and partially enclosed by a wire fence. To my knowledge, this was the only gas plant in Leningrad. I do not know which sections of the city were serviced by this plant, since Leningrad received its gas supply in pressure tanks. This gas, which was the only one used by the project in which the German specialists lived, was imported from Estonia. This was a well-known fact in Leningrad.

Comments.

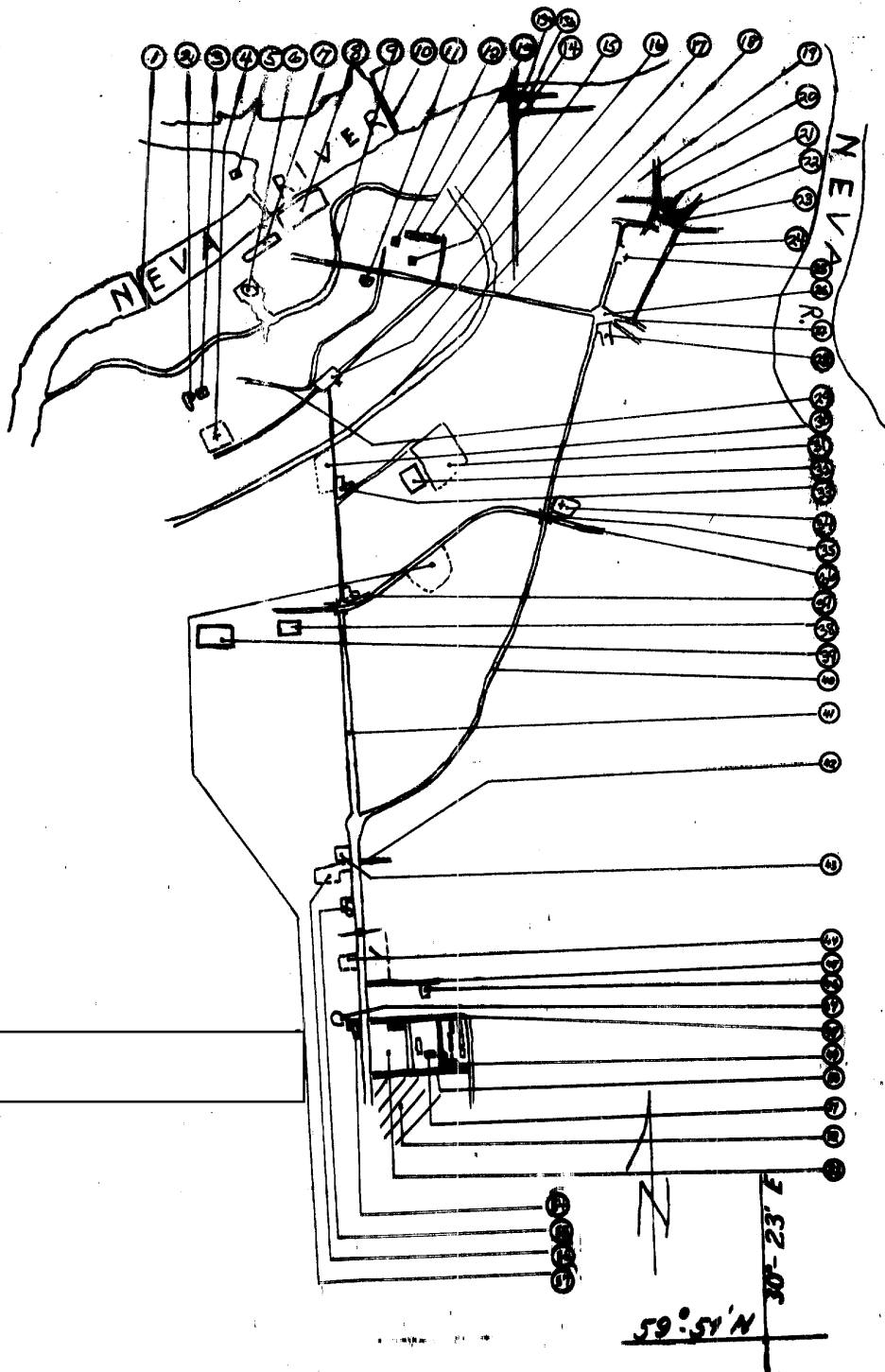
1. The Neva River is about 350 yards wide at this point.
2. Previous information states that this theater seats 2000.
3. Source may be referring to the internal height of the dome, as the height of the church to the top of the cross is known to be 333 feet.
4. The former Admiralty still serves the same purpose; various naval offices and a naval academy are located there.
5. The Neva River is about 645 yards wide at this point.
6. Under the tsars, this building was called the New Michael Palace, but was occupied by the Alexander III Museum, a museum of classical arts.
7. This building also was an ethnographic museum under the tsars.

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